

dreadfully; as it is, we got him on a litter, took him down the hill, and brought him in here, and I am happy to say Dr. Atkinson thinks he is progressing

The last account tells us, that Mr. Stewart is doing well.—*Bencres Recorder*, Dec. 3.

THE BOMBAY RAILWAY.

WE had the pleasure a few days ago to visit the great railway works, now nearly completed, beyond the present terminus at Fannah. Unfortunately we were not engineers enough to pronounce on the merits

We indulged, however—and would not be denied—in a great deal of griffin-like admiration, and laid in a

stock of questions and answers wherewith to puzzle our less fortunate acquaintances. Will our readers allow us to ask them a few? How many coolies, then, do they suppose are equivalent at engine and boiler-cleaning to one labourer at home? They don't know, of course. Well, then, in our driver's estimation, about forty! If you give 'em a job, Sir, says he, which

they can sit on their haunches to, they sit and rub rub rub all day, as contented as possible. We subsequently consulted higher authorities, we must mention, on this question of the relative effectiveness of labour here and in England, and received answers more creditable to the native workmen, which we shall presently record.

Our next question was asked at, as our Scotch friends say, the Clock, which informed us, rather to our astonishment we must confess, that we had contrived to consume an hour between Boree Bunder and Bhand-rop—a distance, we venture to suppose, of not more than eighteen miles. Even railways have become

Beyond the open portion of the line, the kindness

of friends had provided us with a truck. And now we should like to know which of our readers can tell what the effect of an incline of only 1 in 100 has upon a wheeled carriage on the rails. The steepest little bits on Malabar Hill, we may tell them—for we are full of our superior information to-day—give a slope of 1 in 20, so that they may imagine a slope of 1 in 100

to be scarcely perceptible,—such in our ignorance at least as we had imagined, though surprised subsequently to discover that 1 in 200 was a rise quite perceptible when once it had been pointed out. But the question to our readers was, how will a wheeled truck behave itself on the rails when it finds itself on a slope of 1 in

100. Of course they give it up. Ours then commenced racing with a horse that was being trotted by the side of it, ready harnessed to be put to draw it when we should all arrive at level ground. What the horse might have done in the way of speed we do not know, but the horseboy certainly put his best foot foremost, and did all that he knew to keep up with us.

and was dead 'a'en before we got to the bottom of the incline—the truck, with its passengers' running on the rails merely, of course, by its own gravity. This little dart, down almost so unnoticeable a hill, gave one a lively notion of what will happen on the Ghats whenever a wagon shall take upon itself to try its skill at running down the rails there unaided at all.

uncontrolled. We vote most certainly for our correspondent's perpendicular lift, in a box up a shaft, with sides that magically contract below, so that, as promised by our esteemed contributor, there can be no danger of any precipitation.

In the tunnels we met several parties of natives

admiring all the *Pandurajitras*; and certainly when such things as these come to be seen in many parts of India, which we hope they now soon will, the British nation will be well prepared to reply to the taunt which demands what, when we are all kicked out, shall we have left behind us to compare with the Musselman Tombs, and the Buddhist Cave

Temples. The printing press, steam boats, railways running over arms of the sea, and through the bowels of the hills—to say nothing of the wires which teach the lightning to speak, and the others which "teach it to behave itself"—may be very fairly set off against tombs, however beautiful, and artificial caverns, however grand and imposing.

The highest and thoroughly competent authorities to whom we appealed on the subject of the efficiency of native labour, told us a better, but still a very lamentable story. There is it seems a great deal of diversity. In the very worst cases, it seems to be settled by actual figures that sixteen men and eight

women have had to be employed to do the work which two navvies are known to do at home. Even artisans—carpenters, for instance, and smiths—are inferior at the rate of four or three to one. On the other hand, there are men trained to particular branches of labour—stone-hewing and blasting waa, we believe, one of them—who are little, if any, inferior to the similar

On the whole, the most gratifying statement was, that the native laborer is decidedly an improvable animal—although we were sorry to hear that he has not yet even learned to wheel a barrow up a plank. We shall cease writing, for we are called to dinner, and we shall certainly drink on our feet and only

lost to-night (for there is proof-correcting to come after it) succeeds to the engineers, contractors, and superintendents of works on railways, who are among the most valuable and the most needed of the instructors of the natives. This our native friends will understand, if they remember that the great evil of

HAROLD SKIMPPOLE.—*The Knickerbocker, or, New*

York Monthly Magazine, in a eulogistic notice of *Bleak House*, says, "We quite agree with a daily contemporary, in whose literary judgments we are wont to confide, that all the characters of *Bleak House*, pale and rosy as the immortal Harold Skimpole approaches: 'Mr. Dickens, in all his varied creations, and their name is legion, has never produced any

picture half so new, so true, and so useful, as that of Harold Skimpole. This gilded lie, this butterfly-swindler, this ruffian, this masquerading as a child, and pretending innocence, in order that he may rob with greater security, is not a character unnatural or unknown. He exists, with slight variations, every-

where, although, strangely enough, until Mr. Dickens
viewed the world by publishing his portrait, he was
only known in private. Exceedingly delicate has he
outlined this man, preserving, with the true lightness
of the artist, all those airy lineaments so difficult to
catch, so much more difficult to register. There is an
equitable balance between the simple and the complex
character.

He never disposes himself; he is never disclosed. By little and little our conceptions of him broaden into a complete appreciation of his villainy; and even then, it is our conclusion we draw, not the author's, or any of his characters. Skimpolee is thoroughly sustained to the last; and even then, although he vanishes from the stage in that aerial

unsubstantial kind of way, besting so spiritual and refined a rascal, he goes off with so intense a piece of ingratitude in his mouth, that his memory is inevitably gibbeted to our scorn. O, garrulous and gossiping Bard of Rimini! it will take much poetry, even of thy waxy-waxy style, to wash thy hands of all connexion

with that pleasant, black-hearted, smiling, double-faced, heartless rogue, Harold Skimpole! 'It will take many of thy 'jars of honey,' culled though they be for thee by the wild bees of Hybla, to sweeten this bitter pill so publicly administered. In the very face of that town, about which thou didst so lightly gossip thou art unmanly, and stand'st exposed and shivering in

the midst of the mocking and scornful crowd. What thy own base treachery to that noble poet, who sheltered thy unplumed carcass beneath his eagle-wing, began, some 20 years ago, Mr. D. Dickens, with a few strokes of his caustic pen, has completed. Never did a more merited disgrace overtake a traitor : never did a man need more pity who deserved it, will set so

little. This paragraph points unmistakably to Leigh Hunt; but may there not be some error in its assumption? We do not remember to have seen a single recognition of the character in any London journal. Moreover, our faith is somewhat staggered by a circumstance just mentioned to us by a distinguished

introductions in London, recently returned from abroad, who, while in London, met Leigh Hunt, to whom he brought letters, on two or three occasions at his own lodgings. The now venerable poet was desirous of negotiating with some American house for the publication of his collected works in this country. His affairs were not in the best condition, our informant

said, although with his pen, writing regularly among other periodicals, for Dickens's *Household Words*. Now it hardly seems possible that he could be under pay to an editor who was holding him up monthly to the most withering scorn and contempt. We hold the rather, therefore, with our informant, that Harold Skimpole must be drawn from some other original

Several Belfast grocers have been fined £25 each for frauds in adulterating coffee, pepper, &c.; and one trader has, it is stated, been committed to prison in default of payment.

ov.au/nla.news-page15

SHIPPING.

ARRIVALS.
 March 2—*Junonia*, barque, 141 tons, Captain Fryer, from
 Calcutta, arrived at 10 a.m. Passenger—Mr. Stewart. South
 Island, and 100 tons of cargo.
 March 2—*Exhibition*, barque, 411 tons, Captain M'Alister,
 from Glasgow, arrived at 10 a.m. Passengers—Mrs. McIntyre
 and family, Mr. and Mrs. McIntyre, Captain, and Mr. and
 Mrs. McIntyre, and 100 tons of cargo.
 March 2—*Hollandia*, barque, 400 tons, Captain
 McIntyre, from Rotterdam, arrived at 10 a.m. Passengers—
 Mr. and Mrs. McIntyre, and 100 tons of cargo.
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DEPARTURES.
 March 2—*Exhibition*, barque, 411 tons, Captain M'Alister,
 for Glasgow, departed at 10 a.m.
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PROJECTED DEPARTURES.
 March 2—*Exhibition*, barque, 411 tons, Captain M'Alister,
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COASTERS INWARDS.
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The Sydney Morning Herald.

FRIDAY, MARCH 3, 1884.

THE ANTI-LIQUOR LAW.

WHATEVER may be said or thought of the
 Maine Liquor Law, one thing seems quite cer-
 tain, namely, that the principle of that law is
 gaining converts, and gaining converts rapidly,
 in many lands. So rapidly are its triumphs
 spreading in the United States of America, that
 the day is thought to be at hand when the ex-
 ample of Maine will have been followed by
 every State in the Union, and when throughout
 the lengths and breadths of that
 vast republic it will consequently be
 unlawful to sell intoxicating drinks. Nor
 are its triumphs confined to that country or to
 that hemisphere. They have crossed the northern
 boundaries of the States, and from Republican
 have advanced to British America. They have
 crossed the waters of the Atlantic, and unfurling
 their banners in the great metropolis of the
 British manufacturing districts, have advanced
 from Manchester to Glasgow, to Edinburgh,
 and to other large cities in various parts of the
 kingdom. Not only are converts gained in
 these cities, but conversion is followed by
 systematic organization, and by strenuous
 efforts in furtherance of the cause. The very title
 assumed by the organization proclaims the bold-
 ness of its ambition, and the universality of its
 aims within the British Isles. It is "THE UNITED
 KINGDOM ALLIANCE," and its declared object
 is to convert all England and Wales, all Scot-
 land, and all Ireland, to the cause of the Maine
 Liquor Law, and thereby to emancipate those
 parts of the QUEEN'S dominions from the de-
 grading and destructive slavery of which that
 law is the powerful and unrelenting foe.

Nor are America and England the only lands
 in which the work of conversion is going on. It
 has found its way to gold-field Australia. In
 the adjoining colony it has won a host of pros-
 ecutives, who are bestowing themselves in a way
 that bids fair for eventual success. They have
 organized a "Victoria Liquor Law League,"
 employed eloquent agents to advocate its cause;
 and commenced a series of publications, of
 which No. 1 is "An Address to the Women of
 Victoria." They have begun their tactics well.
 Let them gain the ladies, and the victory is
 theirs.

Nor has our own colony escaped the con-
 verting process. One of the most eminent
 members of our community, the honorable and
 learned Chief Justice, Sir ALFRED STEPHEN,
 has publicly declared his "entire approval of
 the Maine Liquor Law, believing that for a
 desperate case like ours, it is the only measure
 calculated to effect a radical cure." In the
 meetings at our School of Arts, a numerous mi-
 nority have declared to the same effect; and
 the plain reason to believe that the process of
 thought which has led to these convictions is
 silently and slowly, but surely, going on all
 around us.

It may well be asked, then, "What is the
 Maine Liquor Law? What does it
 aim at, what does it demand, what
 does it expect, these questions
 more to some extent answered by the documents
 published in our issue of Tuesday last. But we
 think they may be answered still more fully and
 explicitly. And we propose to ourselves the
 task of attempting so to answer them as that,
 on the part of those who honour us with their
 attention, there may be no misunderstanding as to
 the momentous issues which these questions
 involve.

The simplest and most rudimentary answer to
 the inquiry as to what the law in question is,
 is, that it is a law prohibiting the sale of in-
 toxicating liquors, except for medical and manu-
 facturing purposes. In other words, prohibiting
 their sale as beverages. But this answer does
 justice only to the bare letter of the law. In
 order to do justice to the spirit,
 as well as the letter, the answer,
 as regards the great bulk of the people, must
 be in this extent: it is a law prohib-
 iting the use of intoxicating beverages. Pro-
 fessor Stowe, indeed, an authority whom we
 highly respect, denies this; but we are con-
 strained to say the denial is so unguarded as to
 be open to the charge of unfairness. Speaking
 of the Maine Law, the learned Professor says,
 "It has nothing to do with a man's private
 affairs; it has nothing to do with the interior of
 any man's family; any man, wherever he can
 find liquor, if he chooses may purchase it, and
 bring it into his own family, and use it there if
 he likes—the law does not touch it or him. It
 considers every man's house his castle, and if
 he has a mind to drink in the bosom
 of his family, it does not take hold
 of him; it leaves him free in that
 respect. But if any man brings intoxicating
 liquors into the State for sale, if he even gives
 it away, and takes something else to evade the
 law, what does the law do? It takes all his
 run away, and throws it on the ground."

The private householder is here told, with
 respect to one of his domestic wants, that the
 law admits his demand, but stops the supply;
 that it does not touch the stream, but only shuts
 up the fountain; that it kindly gives him leave
 to purchase, but sternly forbids everybody about
 him to sell. The good man will surely think
 that this looks very like an insult to his com-
 mon sense.

No—the prohibition to sell is only
 a means to an end. The end is a total
 disuse of intoxicating drinks by every indi-
 vidual to whom the jurisdiction of the law
 extends. Let us not mince the matter. And
 let not the advocates of the Maine Law seek
 to disarm prejudice or conciliate favour by
 means so disingenuous as those resorted to by
 the learned gentleman we have named. The
 grand aim of the law is, beyond the shadow of a
 doubt, to make all its subjects TEETOTALERS—
 and to effect its purpose, not by argument or
 persuasion, but by force. And the whole ques-
 tion in dispute between the supporters and the
 opponents of the law turns upon this single
 point,—is it just or unjust, right or wrong, to
 advance Teetotalism by compulsion? To propa-
 gate it, as the religion of the false prophet of
 Mecca was propagated—at the point of the
 sword?

THE CAPE CONSTITUTION.

THE following article is taken from the *South
 African Commercial Advertiser* of the 12th
 January. In a subsequent issue, that journal,
 which is favourable to the New Constitution,
 has recorded with satisfaction the proceedings
 of the colonists on the occasion of exercising
 the franchise for the first time. Our views on
 the subject do not quite tally with the favour-
 able impressions entertained by the *South African
 Advertiser*; but neither have we much sympathy
 with the virulent denunciations of the *Cape
 Monitor* and the other newspapers attached to
 the old system of administration. Whilst, how-
 ever, we demur to the form of the Cape Con-
 stitution, we feel that our fellow-colonists have
 reason to congratulate themselves upon the intro-
 duction of representative Government.

This, after all, is the main point: whether
 they will make a good or a bad use of their new
 powers remains to be proved; and we are not
 sufficiently acquainted with the peculiarities of
 the social condition of South Africa to hazard
 an opinion on the point.

Our contemporary writes as follows:—

The Constitution was granted, says the *Duke of
 Newcastle*, in its present comprehensive form, "in re-
 sponse to the expressed wishes of the colonists, and
 their own free institutions," and also, of course, to
 "conduct" them with discretion and good will.

The first act of the drama now in progress would satisfy
 him, could he witness it, that such reliance was well
 placed. The twenty-five pound franchise cut off all
 ground of fear on the part of the great body of the
 people, that a privileged aristocracy of money or of
 arms would succeed to an official supremacy of one, or
 of a very few individuals, and it has evidently, in a public
 opinion, also taken the sting in some measure out of
 the £400 qualification for members of Council.

The people seem perfectly satisfied to begin with the
 Constitution as it is; to give it a fair trial, and to trust to
 their representatives to make the best use of the
 powers conferred upon them. It is not, however, as yet
 experience, to amend and improve it. Had it been
 otherwise—had a half-franchise excluded one-half,
 or two-thirds of the population, scenes would have oc-
 curred very different from those now passing before
 our eyes. Instead of cheerful confidence and good
 humour, there would have been sullen discontent,
 jealousy and fear, and a breach between the govern-
 ment and the people never to be healed. There would
 have been a permanent state of civil war, and the
 very existence of the colony would have been in
 jeopardy.

This is the view of a calm spectator watching the
 experiment simply as it brings out the true character
 of the colonists. This is the first great test of the
 Colony. There is no want of activity. Electioneering is un-
 versal. The people are all engaged in the struggle
 of voting lists matters as much in earnest, as if
 they were elected by a scheme devised for those pur-
 poses only. Yet the conduct of all continues to be
 most respectable, and the result is a most creditable
 display of the local government comes in for a
 full share of the praise. They have been most for-
 tunate in the selection of Polling Officers, whose di-
 ligence, patience, and impartiality are warmly ap-
 plauded on all sides.

To what is this fair prospect to be ascribed?
 Who are the multitudes now thronging the Public
 Offices and traversing the streets? Where were a
 vast number of them thirty, twenty, ten years ago?
 They were the children of the Cape. They were the
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John Collett, being re-called, deposed, that the notes produced corresponded to those which he saw in the

for locomotives? We may conclude then, to use the words of Faint, "that in Australia the least possible expense of the way is to lay a railway for locomotives."

Now let us see what would be the elements of profit arising from this vast expenditure.

Let us take the returns made by the Board of Trade, comprised with the reports on railroads in the United Kingdom. I find that the total average profit arising from them, when elapsed under all heads, viz., that resulting from carriage of goods, as well as that resulting from carriage of passengers, and passenger traffic, is thus divided:—Goods traffic as 1, to passenger traffic as 4; that is to say, one-fifth of the entire profit derived from English railroads arises from passenger traffic.

Now the remainder of this analysis is carried as far as the figures will go, and the conclusion may be briefly stated thus:—Of the profits derived from *Passenger Traffic*—it is found that the most profitable is the carriage of such connecting two large seaports to the interior trade, as in other words, the intermediate towns and villages, as those lines are which terminating at both ends or one end in smaller centre of trade, take their course through a more thickly populated country and run closer to the intermediate towns; and the remainder of the profits is derived from paying lines the largest number of passenger trips on the short ones, and that of these short ones the greatest number are those which average about 12 miles between the passenger trips of a dozen miles; and the above are the great staples of profit on the British lines.

Let me ask, if these are the conditions attached profit arising from traffic on railroads in Great Britain, what would be the conditions in this country where the entire population scarcely exceeds that of some one of the large provincial towns in England, and at the same time are scattered over an extent of surface two or three times as large as Great Britain? The answer is, that the conditions would be such that they cannot make their journeys quick enough to meet the exigencies of their business, the temptations of their pleasures?

It do not mean to say that it would not be a great advantage to the country to have a railway, and that locomotives complete to deport us; merely that the great element of profit, a population to deport, so completely wanting, to construct a railroad with view to rapidity of transit, imprima, would be, so far as the benefit to the country is now, a ruinous and fatal mistake.

The other element of profit—the conveyance heavy goods in a certain, cheap, and comparative expeditious manner—exists however in full force.

The loss to the country, if an average of 23 miles such factitious aid to assist in the conveyance of heavy loading in all directions is too well known to dwell on.

Practically it completely prohibits the development of numerous inherent resources which will lie dormant until the present difficulties, uncertainty, and dearth of carriage are done away with.

Complaints on this subject are a matter of every-day experience, and too often dilated upon in our newspapers, to require more than a passing notice.

Why, then, if all this is the case, if rapidity of transit is nil, and facility and cheapness of it ever being, do we talk of railroads for locomotives for transport? How is it that we are impudently calling for horse traffic, at a slow rate of draught, adhering closely as possible to the natural surface of the country has never been thought worth even mentioning.

It would be partly owing to ignorance to what is really a fact, and partly to the uncertainty of the result; and, if so, a good deal of the uncertainty prevailing on the subject has been cleared away by proposal of Messrs. Grout and Co., of Balmain Street, London, to land in Sydney Adam's patent railroads with fastenings, which will be the case of one mile run of single track, adapted to a railroad horse-power.

The letter containing the proposal appeared in the *Frederick's Mercury*, and, if the offer be a genuine one, I conceive it to be of importance to the intelligence to the colony at large, as it at length holds some promise of the great desideratum.—I, the construction of an iron road at a rate sufficiently cheap.

Now, however, I have extended this to the full body of one letter, I shall, with your permission, defer further consideration of train-roads constructed on principle to a second occasion.

I am, Sir,
Your obedient servant
Campbelltown. A CIVIL ENGINEER

DESTITUTE CHILDREN.
No. XVII.
To the Editor of the Sydney Morning Herald.

SIR,—Perceiving that your recent notice of parties in some of the inland districts, complaining that children who have been educated and trained in the London Ragged Schools, the policy of establishing Ragged Schools in this city should be apparent to the public, and, as you do not give in your paper all the facts that are before the public, I have, at the Police Office, but it is scarcely possible to take up your paper containing a long account proceedings in that office, in which we will not discuss the merits of the case, but will state the facts as they are. There is evidently, therefore, a great mass of children in this city who are proper persons being received into a ragged school, and there is doubt that if they were educated and trained to some purpose, they would be able to support themselves. There is evidently, therefore, a great mass of children in this city who are proper persons being received into a ragged school, and there is doubt that if they were educated and trained to some purpose, they would be able to support themselves. There is evidently, therefore, a great mass of children in this city who are proper persons being received into a ragged school, and there is doubt that if they were educated and trained to some purpose, they would be able to support themselves.

The progress of children in a well-conducted ragged school is in general greater than that of children who are receiving a common education in the public schools. Having had no parental care, and having been obliged to find the means of support by their own efforts, they differ in many respects from children who have been accustomed to all the comforts and luxuries of a common education. In the London Ragged Schools, children are employed as shoemakers, tailors, &c. I think if ragged schools were established in this city a number of the children might be trained to agricultural pursuits. Experience has shown that agricultural pursuits are better calculated to reform the children than any other occupation in which they are engaged. Besides, this colony does not require the services of children who have received the rudiments of an education as shoemakers and tailors, but rather the services of children who have received the rudiments of an agricultural education. In ragged schools one half of the day is devoted to reading, writing, &c., and the other half to industrial training. If ragged schools were established in this city, the children might be given a course of agricultural education, and might be able to support themselves. The journey in the morning and evening could do them no harm, but would do them more good. The children might be given a course of agricultural education, and might be able to support themselves. The journey in the morning and evening could do them no harm, but would do them more good. The children might be given a course of agricultural education, and might be able to support themselves.

The committee in that part of their report have Industrial Training, say—This department has been carried on with energy. The good results arising from it are innumerable. The children are becoming industrious habits, which tends to root out the spirit of contented pauperism, unfortunately so common in the class from which these children are drawn, and the habits again implant a spirit of hopefulness and industry, the best security against idleness and honesty.

The report contains a table, showing how children are industriously occupied, and it is as follows:

Number of boys employed in the printing room	24
Ditto ditto in making paper bags	26
Ditto ditto in tailoring	10
Ditto ditto in shoemaking	6
Ditto ditto in sorting bristles	19
Ditto ditto in assisting in the laundry	12
Ditto ditto as doorknobs and messengers	3
Total	69

Number of girls employed in making up clothing to be sold at retail	10
Ditto ditto in making new sample bags	9
Ditto ditto in sorting bristles	12
Ditto ditto in washing and household work	12
Ditto ditto in knitting	42

The report further states that, "Independent of the good results of industrial training to the children, the fact that we are able to employ them on the Surveyor's account, that no less than a net sum of £117 10s. 7d. has been obtained for the work done."

[illegible]

MERCANTILE AND MONEY ARTICLES.

Thursday Evening

A special general meeting of the proprietors of the Sydney Gold Escort Company was held at afternoon at their offices : Mr. George A. Lloyd the President of the Association, took the chair and having read the advertisement convening the meeting, and stating its objects, he read the following letter from the Colonial Secretary dated the 22nd ultimo :—

Colonial Secretary's Office,
Sydney, 22nd December, 1860.

Sir,—I have had the honour to submit to the Governor-General your letter of the 19th inst., enclosing a copy of the report of the yearly report of the Sydney Gold Escort Company, and I refer to the subject of the pecuniary assistance proposed to be afforded by Government to the said company on the basis of the Government's letter of the 23rd December, in reply to your letter of the 17th inst. From the letter above under consideration it appears that the Government are desirous of the knowledge of the assistance already made to be insufficient, and that they have no objection to the said company on the ground of the proceeds, unless the Government are induced to carry on the Escort, and the following propositions are submitted for the consideration of the Government: The adopting of one of two plans will meet the views of the Company.

1st. By granting to the Company an absolute grant of £5000 per annum, payable quarterly, and undertaking to recommend the Legislative Council a vote to the extent of any further loss sustained by the company during the year.

2nd. By giving the Company a permanent guarantee of 5 per cent on its capital of fifty thousand pounds, such interest to be payable on paid up capital, and not to be required if the profits of the Company yield that per centage amount.

I am, Sir, very respectfully, Sir, your obedient servant,

G. A. LLOYD, Esq., President of the Sydney Gold Escort Company.

Mr. Lloyd said that he considered the letter as a guarantee from the Executive Government that £5000 should be paid to the Company as a reimbursement for the losses which he sustained in carrying out a public undertaking; and he had no doubt that if the proceedings of the Company were properly laid before the Legislative Council, a grant of £10,000 would be recommended that body to be placed on the supplemental estimates for the current year. From guarantee which he (Mr. L.) conceived Colonial Secretary's letter gave, £5000 would be placed at the Company's disposal, to meet the expenses of this year; from the fees by escort £8,600 might be considered a minimum; whilst rent for gold dust not withdrawn within the stated time after its arrival in Sydney might be estimated at £900. T. would give an income of £14,500. The utmost possible cost of the whole establishment for the year could be £12,000, and so a profit of £2,500 might be fairly looked for.

A long discussion ensued, in which Capt. Marks, Mr. Ebsworth, Mr. Moses, Messrs Towns, Mr. T. W. Smart, Mr. R. M. Robey, Mr. F. Munnin, Mr. Rees, Mr. David Jones, Mr. Scott, took part.

Mr. Moses contended that the operation of the company were of no benefit to any class of the colony but that which represented the banking interests. Almost the whole of the gold brought down by the Sydney Gold Escort Company had been brought down to Sydney by the loss of some £6000 for the first year to the Escort Company, and whilst the banks were charging 2 per cent for their bills on London they were sending home gold so cheaply bought, and so cheaply brought down, to meet their own bills.

Mr. T. W. Smart expressed his opinion that it was not expedient to carry out the operation of the company any longer, and that it would be on every account advisable to dissolve the terms of the Act of Incorporation.

Mr. Lloyd desired to invite attention to facts. In the first place, the Escort Company during the past year had brought down to Sydney from the Ovens, and others of Southern gold diggings, gold-dust to the value of half-a-million sterling. This, however, had been done at the loss already stated. Since the 1st of January of the present year, to the present date, treated to the amount of £130,000 had been brought down; and he had the utmost confidence in calculating that gold-dust to the amount of one and a half million sterling would be transmitted to Sydney by December next, if the Escort Company persevered in their operations. He felt assured that the Legislature would not only confirm the continuation of the Executive for a grant of £5000, but that double that amount would given in aid of a design which had already proved so beneficial to the colony.

Mr. Rees said that after a careful consideration of the question, he was of opinion that the best plan was to dissolve the Company. A small profit had been shown on the last summer months; but what but further loss might not be anticipated when the winter months with their attendant floods set in. He did not impute any fault whatever to the Directors; he felt assured that they had acted to the best of their judgment; but, that failure of result could not be concealed.

Mr. David Jones said that, with reference to the large amount of gold brought down by the Company's carriages, he believed that the Banks were the only parties who had benefited by means of transmission. Supposing five millions in place of half a million, had been sent down to Sydney last year from the Southern diggings for shipment to London or Liverpool, the Banks being the chief purchasers or consignees, what benefit would it have been to the colonists at large? He desired to state his opinion, that if the Executive Government proposed, and the Legislative Council granted the sum asked for by the Directors to the Company on alleged public grounds, great injustice would be done to the colonist at large. As well might the Bank of Australia have asked for a grant of £500,000 when unhappy difficulties could no longer be concealed.

Captain Towns said that he never had entertained any undertaking with a better feeling, than in the water races of success. Had he entered into the recent race, he had never any idea that immediate profits would occur, but he had warmly approved of a plan which promised to direct a very large channel of gold to Port Jackson.

After some further discussion, Captain Towns moved, and Mr. W. Ramsay seconded, the following resolution, which was carried :—

That the Directors be instructed to take immediate steps to discontinue the Company in terms of the deed of settlement, and to open negotiations with the Banks to purchase the shares of the Company.

The meeting then broke up, after a vote of thanks to the President.

At Mr. Mori's weekly sale of produce, which was held this morning, fine wools realized 18d. to 18½d., inferior from 14d. to 16d.

The American registered steamship "El Orleans" was sold to-day by Mr. Mort, private contract, to the Sydney and Melbourne Steam Packet Company, for £11,000.

[illegible]

Plan on view at the Rooms.
Terms at sale.

Marulan is well situated for a shopping place on the South Road, leading to the various gold fields, and here the roads diverge to Goulburn on one side and Braidwood on the other, thus commanding a first-rate business as a house of call, the profits of which would be greatly increased by the establishment of a general store.

Immediate possession can be given.
Terms liberal, at sale.

ways commanded the highest price. No expense has been spared in obtaining the best blood, the rams having been imported by Mr. Blossome from the flocks of Prince Lichnowsky and other equally celebrated breeders. The sheep are warranted sound, and never to have been diseased. Terms, liberal, at sale.

For two-thirds of the purchase money must be given to the purchaser immediately after the sale. It will be open to purchasers to pay the whole amount of their purchase money in cash, if tendered within a month, in which case the bills will be cashed up, and no interest charged, but after that period no rebate of interest will be allowed.

As market being available for the surplus stock as well as Sydney by the overland route, these stations can always be stocked, the annual increase filling up the place of the drafts used.

Be liberal, may be learnt on application at the Office of Mr. MORT and CO.

will leave the Queen's Wharf for Geelong the day previous
at 2 o'clock p.m., for the convenience of intending pas-
sengers on the premises at half-past one precisely

